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House Majority Leader Tom DeLay (R-Texas) said he is confident that the intelligence-reform bill will pass without any unrelated provisions despite pressure from lobbyists who view the measure as an enticing vehicle to help various industries.

“We’re trying to keep extraneous stuff out of it,” DeLay told reporters yesterday, while acknowledging that he does not fully control the legislative process in committees or conference.

Republican aides said the bill could be amended when it reaches the floor but no decisions had been made. Lawmakers and lobbyists have few remaining chances to insert pet projects to legislation. Prospects for completing work on the remaining appropriations bills, as well as the FSC/ETI corporate tax reform bill, the energy bill and the appropriations bills are bleak.

Nevertheless, Financial Services Committee Chairman Mike Oxley (R-Ohio) will introduce a manager’s amendment to his portion of the Sept. 11 bill, which includes measures related to combating terrorism but not specifically recommended by the Sept. 11 panel, such as Internet gambling and “financial netting.”

Oxley also plans to mark up a separate bill extending the 2002 Terrorism Risk Insurance Act (TRIA), which will expire in 2005. DeLay is said to oppose TRIA.

Andy Barbour, a lobbyist with the Financial Services Roundtable, said: “While we never try to tell legislators how to legislate, we consider TRIA to be essential this Congress. We look forward to working with the Congress to find a way to extend the program.”

“Financial netting” refers to changing regulations on derivatives, which are financial instruments that allow investors to hedge risk against future price changes. Sources said that lawmakers believe Internet gaming can be a source of money laundering for criminals, including terrorists.

“I would not characterize these as extraneous,” said a GOP aide familiar with Oxley’s amendment. “They are substantially linked, but not specifically what the Sept. 11 commission suggested.”

For now, the airline industry has emerged as an initial winner in the Sept. 11 bill, as authored by Speaker J. Dennis Hastert (R-Ill.). The legislation would authorize the Transportation Security Administration (TSA) to provide up to \$2 million in “incentives” for airline carriers to participate in a pilot program that evaluates the effectiveness of “blast-resistant containers for cargo and baggage on passenger aircraft to minimize” the potential damage that a bomb could cause.

But some lawmakers said the provision did not go far enough. Rep. Ed Markey (D-Mass.) told The Hill: “Keeping bombs out of the cargo bay should be the goal. ... TSA [has required] new security measures for direct flights from Moscow ... including a requirement to physically screen all cargo before it is loaded. ... We should extend this policy to cover all flights.”

The bill also would allow the FAA to use “incentives” — but specified only “such sums as may be necessary” — to encourage airline participation in a pilot program that tests missile defense systems.

Installing each system could cost up to \$2 million per aircraft, a cost that the airline industry certainly would oppose. Inevitably, the House and Senate transportation committees would have to decide, if such a program were adopted, whether to help offset the costs to the industry.

Rep. Mark Kirk (R-Ill.), who said he believes civilian aircraft are too vulnerable to portable rocket launchers, told The Hill that a \$45 million research and development program is already in place. “It’s a year away, and then we can go ahead with the deployment,” Kirk said, adding that it is unclear who will bear the cost.

But if lawmakers attempt to sneak narrowly crafted, industry-specific provisions into the Sept. 11 bill, it won’t happen until House and Senate negotiators try to reconcile their versions of the bill in a conference committee.

“Leadership plans to keep this bill clean,” a senior House GOP aide said, adding that it will become evident because some committees will include provisions in the bill this week that won’t be in the package if “it does not pass muster with a direct 9-11-commission correlation.”

DeLay said, “It’s important to get it done right,” which is a staple of House GOP leaders’ talking points. He added, “This is not a top issue in people’s minds. It’s an inside-the-Beltway issue.”